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23 October 1961

MEMORANDUM FOR : Chief, Special Projects Branch, DPB-JD/P

SUBJECT : Flight Test Program

REFERENCE : Memorandum to C/DB from C/SPB dated 13 October 1961;
Subject: Potential Requirement for Close Look at
Areas Picked Up By C-119

1. The following action has been taken regarding recommendations made:

(a) Hycon is preparing the prototype variable shutter for the "G" camera for test in the "Red Dot" series (film tests) at Edwards AFB. This action has been coordinated with Mr. Ed Green of Eastman and he is prepared to include tests of this shutter with 30-130 film. I expect this item to be ready by the first week in November.

(b) The Eastman "O" camera will be shipped to Burbank to arrive not later than 30 October 1961. The modified hatch for this test should be ready by 6 November 1961, therefore, actual flight tests could start by mid-November, giving a little time for installation of the camera in the hatch. Formal plans to date cover only the "O" double configuration. Mr. Green is reviewing the additional mounting requirements and interface items required to test a single "O" camera in the vertical position. I expect a letter from him momentarily outlining additional flights and costs for this item, so we may consider this proposed test from a cost basis.

(c) No action has been taken on elimination of the tracker. Mr. Kiefer felt that the weight savings would not buy enough altitude to warrant this action. This is actually an operational consideration and my recommendation was made on the assumptions outlined in the original memorandum of 27 September 1961. The problem here is to refute or validate these assumptions. No development is required to accomplish this recommendation, therefore final decision could be made at a much later date, in fact at the last minute.

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25X1A (d) I have received no additional data on the Huston-Fearless "fly-away" processor. [redacted] of NPIC, is planning another test of this item the week of 30 October 1961. Evaluation of these test results should confirm the capability of the machine. After this it becomes a matter for consideration by Operations and Materiel from a logistics support requirements aspect. I have discussed this with 25X1A [redacted] and am waiting for NPIC's recommendation.

2. Attachment 1 outlines the "Red Dot" tests proposed by Eastman-Kodak at Edwards AFB. I understand that the first flight in the series of about five has been run and the remaining tests can be scheduled in conjunction with routine training flights. Depending upon the availability of the new Hycon shutter for the "B" camera, a few additional flights may be desired.

3. Attachment 2 outlines the preliminary flight test plan for the E-K "D" camera at Burbank. This is also a part of the "Red Dot" series but the primary purpose is to test the camera operation. Mr. Green indicates an estimated maximum of ten flights may be required. I expect E-K will want a few additional flights with the single vertical configuration if this concept is approved.

25X1A 4. I have discussed the mission planning with Mr. Green, [redacted]. The verbal agreement reached between us on about 13 October 1961 was to permit the flight planning to be done at Burbank and Edwards since the previous "Red Dot" flight lines were available and local areas to be covered are routine and similar to an ordinary training flight.

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25X1A [redacted]
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